GEOGRAPHIC NEWS BULLETINS

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Contents for Week of December 23, 1929. Vol. VIII. No. 23

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AN INTERPRETER OF HAILAR, WHOSE TOWN HAS BEEN CAPTURED BY SOVIET TROOPS

(See Bulletin No. 5)

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Manchuria: Chinese Keep Out—But 25,000,000 Came

MANCHURIA: Chinese keep out.

But 25,000,000 Chinese flouted the command. They push into Manchuria at the rate of more than a million per year.

Only Chinese gatherers of ginseng root and falcon feathers were excepted from the Manchu emperor's immigration tabu. That was years ago, when Manchuria produced only ginseng roots, falcon feathers and Manchu soldiers.

More Than Half of China's Railroad Mileage Is in Manchuria

To-day Manchuria is China's golden land of promise. It rolls up more than one-third of China's exports. Ginseng and falcon feathers have been buried under an annual mountain of 5,500,000 tons of soy beans. More than half the railway mileage of China is in Manchuria. Dairen, the chief port, has risen from thirtieth to third among Chinese ports. In 1928 Dairen handled a total shipping greater in tonnage than that of any American port except New York.

Observers compare the Manchurian migration to the western march of Americans in the '70's and '80's. Manchuria is as big as Montana, North Dakota, Minnesota and Wisconsin and has much the same kind of country. Here are the treeless plains of the Dakotas; here are Wisconsin's birch and pine forests; here are mountains to stand in place of the Rockies and the Black Hills; here are the sod huts of homesteaders along new railway lines.

Crowded Conditions on Immigrant Steamers Recall Slave Ships

Box cars drawn by Philadelphia engines over Pittsburgh steel rails are the covered wagons of the immigrants. But thousands of immigrants cannot pay $7 (Mexican) for a railroad ticket. Father, mother and children walk the ties north, and it is 600 miles to Harbin where China's "West" begins.

Manchuria in terms of people is not so pleasant to look upon as Manchuria in terms of figures.

The immigrant arrives at Dairen with his family on a steamer packed closer than an African slave ship. He has left behind the home and farm of his ancestors, and, what is most painful to a Chinese, the graves of his ancestors. In his old home he had been ordered by the government to grow poppies for opium. When the crop was ripe the bandit-governor seized the crop as illegal and confiscated his land for violation of the law he had been commanded to break. His son was forced into the governor's army. Famine threatened slow death. There was for him one hope—Manchuria.

Sell Daughters to Get Money for Boat Fare

Perhaps he had to sell his eldest daughter to pay for passage, $1 per person, on a Japanese steamer. With his wizened old father mounted on his shoulders, he fought his way on board. They stood or squatted throughout the voyage. There was no room to lie down.

A typical happy Chinese settler lives 20 miles from Taonan, which the railroad reached this last year. His one-room house, half sunk in the ground, has *kaoliang* (sorghum stalk) sides covered with mud and sod. Sometimes he cannot see the sun because of dust storms blowing out of Mongolia. He has to sell his bean crop for depreciated currency. But he and his family have beans to eat. He was able to

© Photograph by Captain A. W. Stevens

A FAMOUS ENGINEERING PROJECT AS THE AIR MAIL PILOTS SEE IT

The Lucin cut-off, across Great Salt Lake, was completed in 1903 at a cost of $10,000,000. It shortened the main route between Ogden and San Francisco by 44 miles. Originally the trestle was 27.5 miles long, but 8 miles were replaced by dirt embankments (See Bulletin No. 4).

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Dame and Consort Rule Sark

THE Dame of Sark has taken a Consort.

And where, you may ask, is Sark?

In India? In the Balkans? In the East Indies?

No; Sark is nearer home. It is one of the islands of the British-owned Channel group off the north coast of France. The Dame of Sark is feudal sovereign of the island and her recent marriage makes her husband Consort of Sark.

Sark Called "Pearl in a Silver Sea"

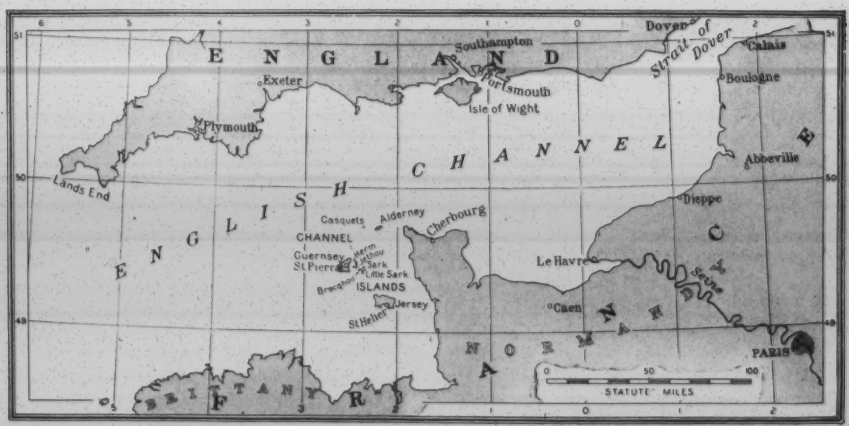
Sark is so small that its area can be hidden under a pinhead on an ordinary desk map of the world. But what Sark lacks in size it makes up in beauty. It has long been known among its visitors by such flattering names as "Island Garden of Eden" and "Pearl in a Silver Sea."

Tourists can "sightsee" Sark in New York or London fashion in a few hours, but, if they are Nature lovers, they will have their steamer tickets extended for a few days. The steep cliffs of Sark have been chiseled by the waves of the English Channel into caverns with arches, stone tracery, pillars and tunnels that lure even the timid to walk the dangerous paths. Reflecting these fantastic displays are clear water pools where one can watch fish glide about, 25 feet below the surface.

Sark Has No Towns and No Automobiles

Sark is almost two islands. Greater Sark, the northern and larger portion, is connected with Little Sark by a jagged rock causeway called the Coupee, which rises 300 feet above the sea. From the roadway on its narrow summit travelers look eastward toward Jersey and westward toward Guernsey and Herm. Both panoramas have inspired many artists.

But the sea panoramas can wait until the traveler is aboard a steamer; there are sufficient vistas and panoramas on the small island to occupy many hours of



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SARK AND LITTLE SARK LIE BETWEEN GUERNSEY AND JERSEY

pay the railroad a little on the land he took from them. The summer is short, and he dreads the winter. In January it often goes 50 degrees below zero. Still Manchuria is paradise compared with famine-ridden, tax-ridden, bandit-scourged Shantung.

Another "Manchurian" type is a girl whose flaxen hair is bound by a scarf. On a back street of Harbin she cleans the windows of a Chinese house. This girl is the Russian wife of a black-haired Chinese. With the swipe of her cloth she has created a greater revolution in the Orient than all the Chinese armies of the last twenty years.

White men never worked with their hands in China until the horde of penniless Russian fugitives from Soviet Russia descended on China. When the first Russian cleaned windows in a Chinese house all white men lost standing in China. Harbin, with 140,000 Russian residents, is the first white city in the world to be run by yellow men.

The last actor on the modern Manchurian stage of events is a trim Japanese, a minor official of the South Manchurian Railroad. He and his countrymen have made the South Manchurian one of the best railroads in Asia. This efficient Japanese has moved the Chinese millions to the land, converted Dairen to a modern, western-style, asphalted city; built steel mills; worked mines and forests. He helped to plant Japanese colonists, but they could not compete with the Chinese scale of living. Japanese railroad operators are now content to pour Manchurian products, which Japan must have, across Chosen Strait, but they cannot help but wonder if the Chinese flood they have let in will not submerge them as it has in turn the hardy Manchu, the sheep-herding Mongol, and, perhaps, the Russian.

Note: Teachers and students following the Manchurian conflict between China and the Soviet Government will find the country and its problems portrayed in "Manchuria, Promised Land of Asia" (59 illus.), *National Geographic Magazine*, October, 1929.

Bulletin No. 1, December 23, 1929.

© *Photograph courtesy U. S. Dept. of Commerce*

CHINESE IMMIGRANTS FLOCKING INTO MANCHURIA

With bundles, pots and pans, and often carrying aged parents on their backs, millions of Chinese are migrating to virgin farmlands in this fertile corner of northeast Asia. Riding flat cars, this motley group is entering the Promised Land over the Peiping-Mukden Railway, which runs through a gap in the Great Wall near Shanhaikwan. (Peiping is the new official name for Peking.)

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Germany's Ruhr Grows Too Large for Its Boundaries

MERGERS of industries are to be followed by mergers in towns, it is predicted in Germany, where plans to reorganize boundaries in the factory-dotted Ruhr, with its forest of smokestacks, are being considered.

Some authorities want to carve out a few large cities in this German Pittsburgh. At present there are many small independent suburbs in addition to populous Duisburg, Mülheim, Essen, Gelsenkirchen, Dortmund and Bochum.

The Ruhr region is smaller than Rhode Island, but it has a population more than five times as great.

Steel, Cotton, Silk and Paper Mills

On a map of Germany, "the Ruhr," as the region is commonly called, is only a speck, but from it comes an astounding array of the things which man digs from the earth and fabricates in his shops and laboratories. In normal years the little section turns out 100,000,000 tons of coal and great quantities of iron ore. These it utilizes to make iron and steel to which, in turn, it gives a multitude of shapes. There pours from the Ruhr a continuous stream of plates, bridge and building steel, tools, shafting, farm implements, cars, locomotives, and motors.

The region does not confine itself to the utilization of its iron ore. Beside its blast furnaces and machine shops rise paper, silk, and cotton mills, glass factories, tanneries, and dye, chemical and salt works.

As one crosses the Ruhr by train he passes an almost unbroken stream of towns and cities. He is seldom out of sight of a forest of factory chimneys by day and the flash and glare of furnaces by night. Everywhere men work like ants. For the most part, they are workers with their hands. The highly valuable technical men such as chemists, engineers, and metallurgists would make a sizable army if assembled; but they seem lost in the hordes of the grimy men who handle coal, feed furnaces, and tend the thundering machines.

Essen, Germany's boom town, is typical of the Ruhr. It owes most of its growth to the great Krupp works, which made huge guns for all Europe before the World War and now goes in for plowshares and tractors as well as countless other products. Essen was founded in the ninth century and lived a sleepy existence for centuries. Its population was only about 10,000 in 1850. Then came the world's greatest machine shop, and now Essen's inhabitants number half a million.

Essen Vibrates to the Din of Wheels

The whole town seems to vibrate to the incessant din of wheels, hammers, and giant presses. One sees coal and iron pouring in at one end of the huge plant, while from the other issue locomotives with steam up, plows, polished tools, typewriters, boys' skates, box cars, and surgical instruments.

Note: Do you know what a cartel is and how important cartels are in the revival of German industry? The "cartel" and other aspects of post-war Germany are told in "Renascent Germany," *National Geographic Magazine* December, 1928. In connection with Ruhr trade see also "Rediscovering the Rhine," July, 1925.

the traveler's time while ashore. Paths wind through acres blanketed with hyacinths and primroses and wild flowers, making the area resemble a florist's garden. Then there are other paths which cross and recross in tree-bowered dells where one suddenly comes upon a quaint stone house hidden behind thick verdure.

There are no streets littered with refuse, for there are no towns on Sark. Neither are there abandoned autos to mar the countryside, for automobiles have not yet become permanent fixtures on Sark. If the traveler must ride, he may choose a "wagonette" or victoria.

The balmy climate and the quietude and beauty of Sark are attractions to increasing numbers of vacationists and tourists. There now are three hotels—two on Greater Sark and one on Little Sark. The postmaster, who also acts as customs officer, finds both posts increasing in importance.

Pay Taxes in Fish, Farm Produce, Poultry

Even with its growing contact with the outside world, Sark remains a crimeless island. The twin-celled jailhouse, that looks for all the world as if its architect used a loaf of bread for his model, is seldom occupied. Sarkites will tell you that the principal job of the jailer is to replace rusted locks with new ones.

The modern trend on Sark has not reduced the authority of the Dame of Sark. To her all taxes, whether in fish, farm produce, poultry or money, are paid. She approves all improvements on the island, and she owns the Anglican church.

Sark was inhabited by sea rovers who menaced channel shipping before Queen Elizabeth's reign. The Queen turned the island over to Helier de Cateret, who parceled it out among 40 families he brought from Guernsey. The island is still divided into 40 parts, and some of the present holders are descendants of the original settlers. The rights granted to the Cateret family have been sold several times, and the present Dame of Sark is a descendant of the last purchaser.

Note: See also "The Channel Islands," *National Geographic Magazine*, August, 1920.

Bulletin No. 2, December 23, 1929.

© *Photograph by E. F. Guiton*

THE PEOPLE OF JERSEY LISTEN TO A NEW LAW

On market day, in the royal square, the senior *denonciateur*, or sheriff, in his robe of office, "publishes" the newly passed law by reading it aloud. The French language is still widely used on Sark and other Channel Islands.

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The Postal Service Bears Its Christmas Burdens on Young Shoulders

THE Christmas holidays are the busiest days of the year for the United States postal service.

The burden which we have come to put upon the postal service each December should annually remind us that the system upon which we place so much dependence is quite young. Our great grandfathers were not so generous with Christmas card greetings as modern generations because postage was more expensive and mail traveling any distance had to be put in the box by Thanksgiving to arrive for Christmas.

Take as an index of the postal service's age the adhesive postage stamp which is used by all present postal systems. One is tempted to consider it along with coins, which have been in use for 2,600 years. But the little colored rectangles of paper with gum on their backs were born only 87 years ago in England.

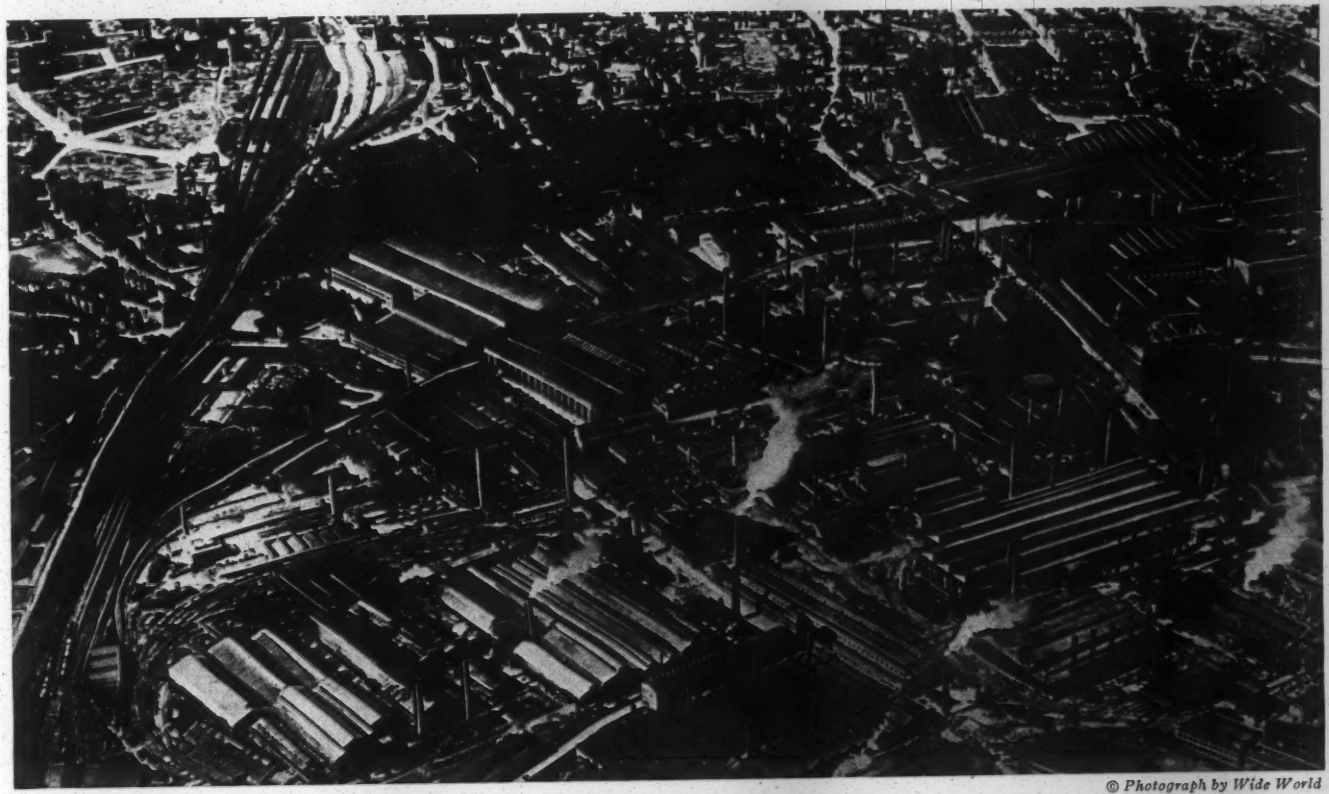
Why First Postal Systems Were for Kings Alone

Some men have found it desirable to exchange written messages since the art of writing was developed, but the idea that any of the people shall be free to send letters and that the government shall attend to the transfer and distribution has developed very slowly. In order that a public postal system shall come into existence and thrive in a country, there must exist a knowledge of reading and writing among the people and at least some trend toward democratic thought. These conditions did not exist at the dawn of recorded history; and so the first "postal systems" are found in Babylonia, Egypt and China to be mere courier services to keep the kings and emperors and government officials in communication with one another.

Some of these systems, such as that of Darius of Persia about 500 B.C., were elaborate. "Posts" or stations were established at intervals along the highways, and at the posts horses were kept in readiness. Anyone who interfered with the king's messengers was punished with death. The idea that they might carry messages or objects for private citizens would have been considered silly and also treason to the king. These early Persian couriers carried bricks, for the messages were marks baked into clay.

Rome, too, had its official "postal system," the *Cursus Publicus*, an efficient service of couriers who galloped on horseback or rattled in chariots over the great highways that ran out from the capital. But again the service was confined to official correspondence; only by bribery could rich or powerful private citizens occasionally have their messages carried by the *Cursus*. In those days, those who were learned and wealthy enough to send letters must send them by their own servants or slaves, or by caravan leaders, ship captains, or travelers. By such means the early Christian writers distributed their epistles to distant congregations.

On into the Middle Ages the idea extended that a country's postal service was "the king's post," for governmental use only. Such a service was maintained by Charlemagne and by lesser rulers. But in the meantime trade between communities was expanding and the merchant class was becoming more and more important. Better and swifter communication became necessary; so to the king's post were added the private messenger and courier and even express and freight services of guilds and associations of merchants. Later, cities to which trade was all-important,



© Photograph by Wide World

A GREAT RUHR FACTORY, WHICH USED TO MAKE GUNS, NOW MAKES PLOWS

For years the great Krupp plant, at Essen, was famous for the war weapons it turned out. Now, with characteristic German thrift and adaptability, it is busy making locomotives, farm machinery, and a host of other products of iron and steel (See Bulletin No. 3).

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Tsitsihar, on the Russian Line of March

TSITSIHAR, the Chinese town on the line of march of the Russian army invading Manchuria, recently got into the spotlight of world attention by the "air route."

Near Tsitsihar, Costes and Bellonte, the French long-distance flyers, landed, having made a non-stop flight from Paris. They almost spanned Europe and Asia in one flight.

Famous for Fighting and Cattle Market

Tsitsihar was built in 1692 to overawe marauding tribes in the neighborhood. Since then it has been famous for three things—fighting, cattle sales and, more recently, as the terminus of the new China-owned railroad which approaches the town from the south.

The native tribesmen were none too peaceful in the early days of Tsitsihar's life. And then China sent many of her bandits into exile in Manchuria, which made matters worse. The mixture of the groups forced the construction of barracks and the detail of military units to the town, so that it took on the aspect of a fortress.

When the Chinese Eastern Railway was built as a short cut between Chita and Vladivostok, Tsitsihar was a settlement of ramshackle buildings. The railroad builders sidestepped the town, laying the line a few miles to the south. Later, however, a spur was built so that Tsitsihar is involved in the present misunderstanding between Soviet Russia and China over the Chinese Eastern Railway.

New Railroad Improves Standing of Tsitsihar

Few travelers visited isolated Tsitsihar before the railroad came. For a time those who did passed by coffins strewn outside the town walls—coffins of natives whose families were unable to pay burial expenses. Inside the walls the travelers saw a dingy panorama of shacks lining dirty streets.

To-day Tsitsihar is a busy town, interested in modern development. The recently completed China-owned railroad which meets the east-west Chinese Eastern just south of Tsitsihar will add prestige to the community. Mills are grinding out meal as fast as soy beans can be brought from the Manchurian fields. Tile-roofed houses are rising where old shacks once stood. And the population of the town is holding its own.

On Same Latitude as Seattle

Manchus, Mongols, Koreans, and Yakuts number about 30,000 in Tsitsihar, and there is always a handful of Europeans in the town. During fairs, however, Mongol cattle raisers flock to Tsitsihar, nearly doubling the population. The Mongolian border is about 225 miles to the southwest of the town.

Tsitsihar is nearly on the same latitude as Seattle, Washington, but the thermometers of the two places diverge. In the summer, the hot sun scorches Tsitsihar, the thermometer rising above 95 degrees. In the winter, however, the mercury backtracks until it reaches 50 degrees below zero.

operated such messenger systems. About the same time the early universities, notably the University of Paris, finding that their students from many lands needed a communication system, organized their own messenger services. Monasteries also sent mail by traveling friars to other monasteries.

The first instance in relatively modern times in which the public was admitted to the use of the royal post was in France in 1481, under Louis XI. The rates were so high, however, that only a few nobles were able to take advantage of the privilege. More important was the step taken in 1544 by Philip I of Spain and Germany, who, finding his royal purse unable to pay the contractor who operated his governmental courier service, granted the latter the privilege of carrying mail for private citizens for a price. During the remainder of the sixteenth century and thereafter the practice of carrying mail for individuals and organizations was adopted by many of the royal postal services of Europe.

Benjamin Franklin Was First Postmaster General of the United States

The postal system of the United States had its roots directly in the British system. The latter also grew up by degrees from the royal courier service. During most of the seventeenth century the postal privilege was "farmed out" to a private citizen manager, but in 1685 the service was taken over and operated by the government. The system was extended to the American colonies, but, owing to the great stretches of wilderness, it was for a long time slow and not dependable. Benjamin Franklin was Postmaster General toward the end of the Colonial period and first admitted newspapers to the post. After the break with Great Britain, Franklin was made first Postmaster General of the independent American system.

Gradually, after the birth of the United States, the postal service was improved in the coastal states and began to reach out, first with its post riders and later with its stage coaches and steamboats, into the wilderness to the West. Soon after 1800 the pioneer postmen were pushing their way far into the Northwest Territory above the Ohio River and even west of the Mississippi. The city of Independence, Missouri, was given a post office in 1827. Texas had post offices soon after its annexation in 1845, and one had been established by that time at St. Joseph, Missouri.

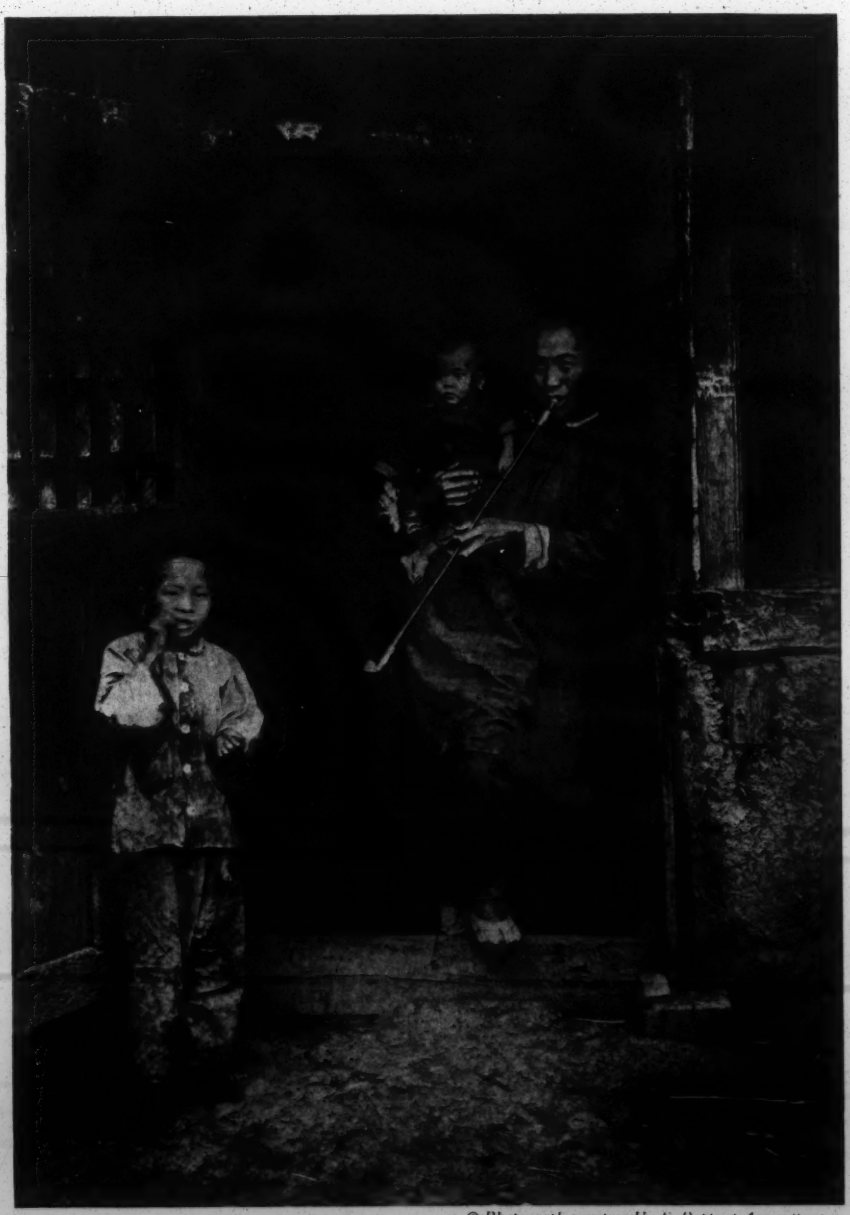
The discovery of gold in California in 1849 and the rush of thousands of emigrants to the west coast created a demand for overland mail. In 1850 a mail line reached Salt Lake City. In 1857 a stage line was established between San Antonio and San Diego, and in 1858 stage coaches traveled between St. Louis and San Francisco, covering the distance in about twenty days. Then came the clattering hoofs of the romantic Pony Express of the early war days of 1860 and '61, which cut the time to nine days and, on occasion, less. Eight years later the first railway bridged the continent: in its broad outlines the United States postal system had been laid down over the entire Union.

No City Delivery Until the Period of the Civil War

The milestones of postal accomplishment have whizzed by at a dizzy rate during the past 100 years. The railways began to shoulder out the stage coach in 1838. Then came the development of the keystone of the modern postal system—the railway mail coach, in which letters are sorted while the train speeds them on their way. In 1845 the primitive plan of charging for letters by the number of sheets was discarded and the weight system adopted with a lower rate. About the same time came the envelope, to give secrecy to letters.

Gummed stamps and payment by the sender instead of the receiver came in 1847, and still lower rates followed in 1851. Letters were first registered in 1854. During the Civil War period city delivery, money orders, and night carrying of mail on railways was developed; and in 1873 came the vanguard of the tens of millions of post cards that now pass through the mails. Rural free delivery began in 1897, and in 1913 the parcel post was put into operation. The latest important postal accomplishment in the United States is the establishment of the air mail.*

*The development of the air mail has been told in text and picture in "On the Trail of the Air Mail," *National Geographic Magazine*, January, 1926.



© *Photograph courtesy U. S. Dept. of Agriculture*

THE CHINESE DISPLACED THE MANCHUS IN MANCHURIA

Centuries ago the Manchus drove Chinese immigrants from southern Manchuria back to their native provinces; to-day the process has been reversed, only a tenth of the country's population being Manchu. Before 1926 half the immigrants were seasonal laborers on farms and railways, who returned to their homes in the autumn; now most of them, with their families and household goods, come to stay (see also Bulletin No. 1).